

THE OVERDUE SHIP ROANOKE COMES INTO PORT AFTER A HARD FIGHT WITH FIRE IN THE HOLD

Cargo of Coal is Ignited and the Crew Spends Anxious Days and Nights at the Pumps Before Sighting Honolulu.

THE American ship Roanoke, which has been the cause of much anxiety in shipping circles, arrived in this port yesterday morning leaking and with her cargo of coal on fire. The Roanoke left Norfolk, Virginia, in June, and was 162 days out when she made port. She left at the same time as the American ship Benjamin F. Packard, which arrived in this port several weeks ago and discharged her cargo of coal at the Naval wharf. Both ships were laden with Pocahontas coal, which has a very bad reputation on account of the tendency it shows toward spontaneous combustion.

When the Packard arrived here her reinsurance was quoted at twenty per cent in San Francisco and the Roanoke has caused a still greater flurry in the shipping circles of San Francisco. After the vessel had been out of port for a few weeks a vessel which resembled the Roanoke was reported on fire off the Virginia coast. This news worried the Roanoke's underwriters in New York immensely and re-insurance was at once quoted. It went from five to forty-five per cent, but when the vessel was spoken in the latter part of June the rate went down gradually until the vessel was off the board. Later on after the reported burning of several vessels of the coal fleet, the Roanoke was again placed on the board but only five per cent was offered at first. The rate went up, however, and on November 12th it was quoted at thirty per cent. On the 13th the report that she had been spoken reached San Francisco and the rate again dropped to twenty-five per cent.

The ship was spoken by a homeward bound vessel of the grain fleet in latitude fifty-four degrees south, longitude sixty-four degrees west, and all was reported well. According to information in the latest mails, however, there was still some anxiety felt over the ship in San Francisco, on account of the long time it took her to come up from the Horn and the news of her arrival will be of much interest to shipping men.

As it is the vessel has had such a trip as is not often experienced. She left Norfolk in June and had an uneventful voyage until she reached Cape Horn, where she encountered heavy gales and began to leak. Although the leak was a pretty bad one, still the crew managed to keep the water out of the hold pretty well, partly by the aid of a wind mill pump and partly by keeping the crew at work. The vessel thus went along fairly although the bad weather continued.

It was on the 12th of November that it was discovered the coal was on fire. This was reported by one of the members of the crew and First Mate Maxon immediately went down from the forward hatch and crawled over the coal to locate the fire. This was a very dangerous expedition. He had to crawl on all fours over the coal as there was very little space between the coal and the deck. At places he even had to dig away the coal with his hands to make a passage way. He crawled along the port side of the ship and on crossing over to the starboard side he located the fire, which was near the middle of the vessel. As it was very low down, probably near the fifth beam, there was very little room to work in and the fumes and gases were so deadly that the first officer was nearly overcome.

After the fire had been located work was immediately begun to extinguish it, or at all events prevent it from spreading. The force pump was rigged and a hole was cut through the pump well to enable the crew to get at the fire. The water was charged with marble dust, of which Captain Amesbury had a large supply on hand. He had heard from a friend in the East before he started on the trip that marble dust was a splendid fire extinguisher and consequently laid in his stock. It stood him in good stead and Captain Amesbury believes the dust is all that is claimed for it. It creates carbonic acid gas which prevents the flames from securing oxygen and thus prevents the fire from spreading. The water which came in through the leak

also proved to be rather a good thing, as it prevented the fire from spreading below.

The water which was pumped in at a temperature of seventy-two degrees, showed a temperature of ninety-four degrees when it was pumped out. It was filled with small bits of charred lumber, probably from the places where the fire had been scorching the skin of the vessel's side and the ceiling. The coal also became very hot. On the top it was about eighty-seven degrees.

The following report made by Captain Amesbury gives the exact data: Left Norfolk June 15th. Light easterly winds to 20 N. 35 W. In place of north-east trades, had constant east to east-southeast winds to 19 N. 32 W. Thence calms and variable winds to 7 N. 31 W. Then southwest monsoon. Crossed equator in the Atlantic August 24. Longitude 28 W. Saw the land near Pernambuco. Cape Horn, September 13th. Variable winds to 58 S. 50 W. Thence very heavy westerly gales and very high cross-sea. Ship laboring hard and straining very much. September 20th, she started to leak. Strong gales west-southwest to west-northwest to 37 S. 78 W. Sighted Juan Fernandez. Crossed the equator in Pacific on November 1st. Longitude 109 W.

November 12th, latitude 16 N. longitude 122 W., fire broke out in lower hold. The chief officer crawled in from fore hatch and located fire on starboard side near amidships in lower hold. It was hard to get at and the mate was near overcome with gas. Cut through pump well about 10 feet and forced in water charged with marble dust. Determined to bear up for Honolulu. Strong trades north-northeast and sharp sea. Got fire under control by flooding lower hold to a depth of four and a half feet. Pumped out pieces of burnt soft wood. Water pumped in at seventy-two degrees soon rose to ninety-four degrees.

November 18th, smoke and gas again about stanchions, same section of ship. Used water again with marble dust. Cooled off after about six hours. Kept, say, fifty inches of water in the hold all the time, forcing in and pumping out. Fire seems to be in section amidships, say, forty to fifty feet, all in lower hold. Coal not so very hot on top, but by digging down heat increases. Have boats all ready for use in case of need, but hope to reach Honolulu.

November 22nd, latitude 20 deg. 10 min. N., longitude 151 deg. 20 min. W. situation about the same. Keep water going in and out all the time. Coal don't seem to be heating much more, but don't dare to pump out dry, and keep about fifty inches of water in the hold all the time.

The trip after the fire was discovered was an intensely nerve-racking one. When the fire started on November 12 and it was determined to try to make Honolulu, the ship was 2,100 miles from this port and no one on board thought that the vessel could make it. The boats were made ready for immediate use. There were three of them and it was arranged that eleven people should go in each of two boats and ten persons in the remaining one. Food and water were placed by the boats and they themselves were made fast in such a manner that they could be used on short notice.

Every one on board felt as if he was on the top of a volcano which might send him into eternity at any minute, and this anxiety coupled with the fatigue following the constant work of fighting the fire, made every mile travelled by the vessel a welcome one for the voyagers. The fact that the vessel made the 2,100 miles in only thirteen days was far above the expectation of those on board, and it was a thankful crew which arrived in Honolulu yesterday morning, as they had fully expected to make the last part of the trip in open boats.

Yesterday afternoon Captain Pond of the Iroquois, Captain Fuller, the harbor master, Captain Allen of the Bahama, and others went on board the Roanoke to survey the damage. The vessel is laden with coal consigned to the Naval station on Mare Island, and it was to be determined whether the vessel could safely proceed to her destination or whether she would have to unload her cargo in this port. The surveyors went down in the forward hatch and examined the coal, which here was slightly heated, although it was some distance from the fire. Nothing of the fire could be seen from this place, however, so the board went down through the pump well and crawled through the hole which had been cut in it, and out upon the coal.

The trip was a rough one, as at places the distance between the coal and the ceiling was only about fourteen inches, and the place was very dirty. It was decided that the vessel must be discharged immediately and this morning the Roanoke will go up to the Naval wharf at the point where the Iroquois usually lies, where she will discharge her cargo as soon as possible. The surveyors have not as yet made out their report and, as a matter of fact, it is impossible to tell the exact extent of the damage before the coal has been taken out.

The Roanoke is as fine a vessel as ever entered the harbor of Honolulu. She has a towering rigging, is well fitted both inside and out, and despite her many planks has been kept neat as a pin. She is built very much like the Packard, which is at present lying in the stream next to her, but she is much larger, her gross tonnage being

3,540 tons. She has the distinction of being the largest sailing ship ever made.

The master, Captain Amesbury, is a veteran seafarer. He has been following the sea for forty-five years and has been a master of a vessel since 1862.

He is intensely fond of his fine vessel and is doing all in his power to save her from injury. This is his first mishap although he has followed the sea for nearly half a century. The first officer, Mr. Moxon, did splendid work in keeping the fire in check and performed many dangerous and risky feats during the trip. Mrs. Moxon is also on board. The crew nearly all left the Roanoke yesterday and shipped in the Packard.



The Roanoke Arrives After a Long Fire Fighting Cruise.

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RESIDENCE PROPERTY
At Auction.

I have received instructions to sell at Public Auction the residence property of Mr. H. M. Dow. This valuable property, now occupied by Mr. Dow, will be offered at Public Auction on

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AT 12 O'CLOCK NOON.

At my salesroom, 65 Queen street.

The property is situated on the N. E. Corner of Hackfeld and Prospect Sts.

It has a frontage on Prospect street of 185 1/2 feet with a depth of 200 feet on Hackfeld street.

The grounds are terraced and covered with a fine lawn, are covered with fine fruit and Australian ornamental and shade trees. Among these trees is to be found mango, avocado pear, custard apple, lime, lemon, strawberry, guava, silver oak, iron wood, pepper, palm, camphor, coconut, etc., etc., besides numerous plants and vines.

The view from the place extends from Diamond Head to Punahou Point, as well as of the city, Punahou and Wai-ki.

The main dwelling house contains 4 bedrooms, each about 16 feet square, parlor 16x30 feet, rear hall, kitchen, bath, etc. Veranda in front is 8x80 feet. House was built by day labor and has a cement foundation.

Cottage in yard with 3 rooms and a 10 foot veranda. Also stable and servants' quarters.

The upst price of this beautiful property is only \$7,850, which is the amount due on mortgage, together with accrued interest and expenses to date.

The \$850, or excess of \$7,000, will be spot cash.

The \$7,000 will be allowed to run on mortgage for nearly two years at 8 per cent, with a probable extension to any party who is prompt with interest who due and is able to make a substantial payment upon account at the expiration of the present mortgage.

The property is taxed for \$10,000, which is considered by competent judges to be very low. Buildings are insured for \$2,500.

Immediate possession will be given. Further particulars of

JAMES F. MORGAN,
65 Queen Street.

Parties reading this notice of sale should not pass it lightly by, as this is certainly one of the best situated and finest pieces of residence property in the city. I will take great pleasure in showing this property to interested persons whether contemplating purchase or not.

He is intensely fond of his fine vessel and is doing all in his power to save her from injury. This is his first mishap although he has followed the sea for nearly half a century. The first officer, Mr. Moxon, did splendid work in keeping the fire in check and performed many dangerous and risky feats during the trip. Mrs. Moxon is also on board. The crew nearly all left the Roanoke yesterday and shipped in the Packard.

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